

MANSFIELD TRIAL WESTERLY

Consumes All of Friday in Superior Court—Important Testimony of Train Crews—The Evidence in Detail—Missing Florist Renkin's Store Attached—Governor Beekman Guest of Local Elks.

In the superior court at Washington Friday the trial of Charles H. Mansfield on the charge of manslaughter in connection with the Gilt Edge railroad wreck was resumed. The accused was engineer of the Gilt Edge train that crashed into the New London local.

George H. French, conductor of the New London local, who was on the witness stand when court adjourned Thursday, was recalled at the opening of court Friday morning. While his train was stopped at tower he noted that the rear end lanterns of the train were lighted properly. He was conductor of the train for three months, and once before the train went on siding at Mystic and transferred passengers. The witness said he ordered the engineer to take the locomotive to Westery for the purpose of taking doctors on and bring them to Bradford.

By Mr. Otis: Witness knew there are block signals on the system, and it was not unusual for a train to be late and on the time of another train. He did not consider the train was going at reduced speed and that the use of fuses was not required. He got off the rear end of the train and saw that the flagman went back to protect the train. He trusted to the flagman to perform the duty assigned him.

By Mr. Fitzgerald: If a good trustworthy man could take a chance, but it would be violation of the rule. He knew the flagman must serve regardless of the block signals.

Herbert S. Davis of Mystic, a bond broker, testified he was a passenger on 623. He knew the train stopped at the tower and went out to the rear platform. He saw the brakeman standing down the track with lantern, torpedoes and fuses. While witness stood on rear platform he saw the flagman go as far as the home signal and did not see him stop. Witness was a regular daily passenger on the train. He saw conductor French come from the tower and get on the train at the rear car, the conductor saying that passengers would transfer at the station. He stepped in the car and got his coat and started for the rear door, and as he did so he saw the headlight of the approaching train and hurried off and escaped injury.

Just as witness stopped to get under the gate the collision occurred. He believed the train was going at the rate of 25 miles an hour. The crash came about five minutes after the stop was made at the tower and perhaps 20 seconds after the stop at the station. The rear car was filled with smoke and steam and the exposed engine was through the car up to about the fifth seat from the further end. He heard voices in the car, but could not assist in the rescue. Four or five minutes later witness went into the car. After the collision he saw that the Gilt Edge train was broken apart. He did not know that the 623 train was broken apart and did not locate the locomotive.

Thomas M. Weatherbee of Groton, Conn., a locomotive engineer for 27 years and railroad fireman four years, was the next witness. He was engineer of the New London local on the night of the Bradford wreck, and it was the seventh round trip that the train from New London and Boston. That night he arrived in Providence 15 minutes late, and 13 minutes late at Kingston. Left no speed from there to Bradford. There was low steam after leaving Boston, but did not consider the trouble serious. At Kingston Simeon Fish, a fireman, got on and fired to Bradford, and when reached there Fish said the train was about the time of train 623. It was just 7:25 when he stopped at the tower, or east of tower, so that noise of steam engine would be heard. He was the work of the operator, to report condition and get orders. There were two men in the tower, the one on duty being McManus. The other was another man, came in. Conductor French came in with McManus. Witness told towerman to notify New London and report conditions and ask for orders. McManus was not in the tower when witness first entered the tower.

When McManus came in three bells were sounded as signal for unlock at Wood River Junction. Just as soon as McManus came in he shifted several levers, and then took the place of McManus at the operator's instrument. Then McManus said there was a train coming and witness said it must be the Gilt Edge. He saw the flagman going back to protect the New London local. Witness was back on the engine within a minute after leaving the tower. At that time the flagman was fully as far as the tower as the rule requires that whistle signal be given to send the flagman out. Were at the station about 30 seconds when the collision occurred and he would say it took place at 7:32. The Gilt Edge local came through the rear car and knocked the engine away from the train about 60 feet, and the brakes were on the engine. Simeon Fish got off the left side of the engine and witness got off from the right side.

Questioned by Mr. Fitzgerald, the witness said that on that night he made time between Boston and Providence, for it was a big engine with a light train. Stopped at Wickford Junction, and then at Kingston, and on 160 pounds of steam then, the same steam as had from Apogee. Got steam up to 150 before leaving and within 40 pounds of limit. At Kingston 100 and within four minutes had 140 pounds. At Wickford Junction, upon leaving, conditions were better to keep up steam with an artificial steam jet that keeps up the draft. He was due to stop at Westery, four and a half miles from Bradford. Decided to stop at tower when within two miles of Bradford, was running at "whirl off." "Drifting along" without steam, and never a pound of steam in the "drift." Had not consulted conductor in regard to the stop at the Bradford tower. He was in poor condition to towerman along the line, as did not consider it necessary. He ran on regular time between Kingston and Bradford and a pound of steam in 17 minutes, with steam shut off, the scheduled running time between those points. The engine he was running was a superheated engine and did not make steam when shut off and drifting. The shut off took 60

per cent. of the heating surface of the tubes and would make steam better with everything open.

Resuming his testimony, at the afternoon session, Engineer Weatherbee testified that after arriving at the Bradford station he kept the air brake on the engine and released the brake on rest of the train. The "drift" valve is supposed to be always open except when the engine is hoisted and then it has to be shut off. If this is not done the engine is liable to run away. He kept the brake on the engine and the engine would be liable to creep after standing for awhile. If the engine was all right there would be no danger of creeping. It is the rule to release the brakes on the train so as to make a quicker start. With the brake set in the engine of train 223 the engine acted as a stone wall against the locomotive of the Gilt Edge. He never knew of his own knowledge just what was the matter with the engine that night. There is an outlying siding at Bradford, that is it could not be unlocked without the action of the Bradford towerman. He did without permission or aid from the tower, witness unlocked the siding and went out with the engine. It was an electric locking scheme and he beat the lock that time. He went by the blocklocking signal without the required card. He took the engine to Midway, the terminal, on that night.

Parker S. Ross, of New London, a railroad fireman for eight years, was the next witness called, and before that for four years a fireman on the Pennsylvania system. He was fireman on train 623 on the night of April 17, the night of the Bradford wreck, and had fired that particular engine several times before. The locomotive did not start very well after leaving Providence. At Bradford, first stopped about thirty feet from the tower, at just 7:25. The watch was correct as it had been compared with the official time that afternoon. Simeon Fish was in the cab. He got on the engine at Kingston. He was a fireman on the road, had fired this particular engine, and assisted in the run that night to Bradford. As they came into the block the signals were not clear. Later they were set at caution and danger and the dwarf signal set for the train to go onto siding. The train was at the tower about four minutes and then went to the station, and within twenty feet of the siding signal.

The collision seemed to come as soon as the local reached the station. Witness was knocked from his seat by the collision and his nose was injured.

The witness told Attorney Fitzgerald that he knew the local was close on to the Gilt Edge train, and the locomotive never steamed freely. It was a case of low steam but managed to get along on running time, but not on schedule time.

Daniel W. Camp, of New York city, a trainman for sixteen years, and who was on the Gilt Edge on the night of the wreck, told of reaching Providence from Boston on time, and stopped at Bradford by reason of collision with train 623. As train was going by home signal pole, the brakes were set, in the ordinary way. He sat in third seat front of the rear car. He got his lantern and started back to protect the train. The east bound track was not obstructed. As he went back he saw a fuse burning about ten feet from the bridge. He met Flagman Combs coming towards the train, but did not stop, but went on as they met, and they walked back to the bridge together. Combs' lantern was not lighted. As he passed first home signal was red, and the distant was at stop position, yellow. Remained at bridge five hours and boarded the next train. He saw the blaze from the burning cars. When train stopped he did not get signal from the tower. It is customary for flagman to go back with train and without signal. He did not walk all the way back, a railroad inspector in the signal department.

Mr. Camp was called to Kingston and reviewed his evidence, and was ordered there by the trainmaster at Boston, and at Kingston Mr. Otis told him to come to Westery, he stated to Attorney Fitzgerald. He had written order to come to court.

The part of the Gilt Edge train he was in before going out to flag, might be broken away, before the locomotive struck the rear car. He did not know whether the train was broken in two by the application of the emergency brakes, but he knew the coupling was broken. He did not expect the train to signal him to go back and to protect the train, as he knew something had happened and that it was a case of emergency. He went back a mile and on the way met Flagman Combs near the bridge. Witness was first to get off his train and no one passed him going in the same direction.

On the way back there was a man with him as far as the distant signal. He did not know what the man did there. After going distance of 100 feet, he looked back and saw the signal was a damp, misty night, but he did not know whether the tracks were in a slippery condition. Witness said it took six or seven minutes for him to get from the rear of the train to his position around the curve.

William J. Read, conductor of the Gilt Edge train that crashed into the wreck, was about four minutes late leaving Providence, and went by Wood River Junction at perhaps fifty miles an hour. The first regular stop next to Providence is Westery. The train arrived at Bradford at about 7:32. At the time of collision the train was passing through the dining car and he got off at the rear end of the car.

At that moment he did not know that there was a collision. Half a minute after the train stopped he saw the first man start back with a red and white light, but did not go back himself to see that the flagman did his duty. He had confidence in Mr. Camp and knew he would do his duty. The knuckle of one of the cars was broken and the train parted either a second before or at the time of the collision. The witness walked to the end of the train, and saw a woman lying on the platform. He then went to the baggage car and asked the baggageman to get a stretcher. Then witness then went into the burning car and assisted in the rescue work. The locomotive pulled through the rear car of the local perhaps three quarters the length of the car.

Conductor Read stated to Attorney Fitzgerald that he had been on the

Gilt Edge this time for a week, but had been on the train for other and longer periods. The train seemed to be running along smoothly on that night until the mishap at Bradford. No regular stops between Providence and Westery. He had no notice that 623 was not on running time. Had a clear way on the run. Conductors have time tables showing schedule time, and the actual time is compared to show the actual time. Court adjourned to Monday morning at 10.30.

It becomes evident that the disappearance of Lewis F. Rankin, is due to financial entanglements. It is alleged that Mrs. Rankin has had no trace of him since he left Westery for New York on Tuesday of last week. Acting on writ issued by Attorney John J. Dunn, the flower store in Dixon square was attached Friday morning by Deputy Sheriff Frederick T. Mitchell, and an automobile was included in the attachment. This action is on a claim of Pasquale Deplacito and wife and the damage is placed at \$500. It is understood that Deplacito, who was employed as fireman for Rankin, drew from the bank deposit of himself and wife the sum of \$100 and loaned it to Rankin.

The store attached is a small one, and in this instance the dowry contained therein are of no value. The refrigerator is claimed by a Mystic man as his property and the decorative small trees that were outside the store are owned by Schultz, another florist, and who is also a creditor. Although there has been but one attachment placed on Rankin's property, there are several creditors and it is said that the liabilities are greatly in excess of the assets.

Two cases of infantile paralysis were reported to Lewis Stanton, health officer, Friday afternoon, one at Potter Hill and another at the H. E. Greene cottage at Pleasant View, and both within the limits of the town of Westery. There are two more cases in the town, one in Railroad avenue, in the village, and the other at Bradford. All the premises where the disease prevails are under strict quarantine.

Two cases were also reported Friday afternoon over the bridge in the village of Pawcatuck, in the town of Stonington. These cases are at No. 27 Dover street and are the wife and the daughter of Joseph Christians. The daughter was taken ill over a week ago and the attending physician was discharged five days ago. A physician was called Friday afternoon to attend Mrs. Christians and both she and her daughter were found to be seriously ill with infantile paralysis. The cases were reported to Dr. Charles F. Congdon, health officer for the town of Stonington, and he has taken direct charge of the premises. The Christians girl has been attending the West Broad street school and it was said Friday evening that the school was liable to be closed indefinitely.

Local Laconia. There is a suspected case of infantile paralysis in Potter Hill.

Charles Arnold, of Putnam is the guest of his sister, Mrs. John T. Edmond, in Westery.

Miss Mary Clark, 94, the oldest resident of Narragansett Pier, died Wednesday. She was born in Matunuck, October 6, 1823.

Mrs. Eliza C. Stillman, 91, widow of Charles Stillman, died Thursday. She is survived by a daughter, Mrs. James Hemphill and a son, Herman E. Stillman.

The Burrillville High School building in Pascoag, was completely destroyed by fire from some unknown cause, Thursday. The loss is estimated at \$20,000.

Frank Parker, for striking Mary White, both are colored, was before the Third District court, and was sentenced to three months in the Providence county jail.

The one hundred and fiftieth annual meeting of the Warren Baptist association, with which Calvary church of Westery, is affiliated, will be held on next Wednesday, with the First Baptist church in Providence.

The reception to Governor Beekman in the Elks quarters, Friday night was a big success. The event was public and a great many took occasion to meet the governor. There was music and light refreshments.

There will be a special train Sunday to Providence to accommodate the members of the Holy Name society, of the parish of the Church of the Immaculate Conception, that will participate in the monster parade Sunday afternoon. Many besides the paraders will make the trip.

The Rhode Island Pink Granite company, to be located in Westery, with a capital stock of \$10,000, to carry on the granite business, was granted a charter by the secretary of state Friday. The incorporators are Isaac C. Ellis, Samuel H. Davis and Genevieve Burdick, all of Westery.

STONINGTON

Men in Employ of Construction Company Strike for Eight Hour Day.

Forty men in the employ of the John O'Leary Construction company of Pascoag, N. J., nearly all residents of Stonington, Mystic, Westery and New London, struck for an eight hour day, instead of nine, as at present, or an addition of 25 cents a day. The O'Leary company is building a big addition to the plant of the American Velvet company and the contract includes the improvement of a large tract of adjoining land.

Another Battle Reminded. If cannonballs are a criterion, there must be almost as many of them used in the battle of Stonington as at Verdun. Hundreds of them are preserved and labeled, and every little while another is discovered. It was found the fireplace of the Jabez Holmes house, one of the oldest in the borough, which is being raised to make way for the enlargement of the Attwood Machinery company's plant.

OFFICIAL MATRIMONIAL AGENCY IN FRANCE

To Relieve the Anticipated Death of Husbands After the War.

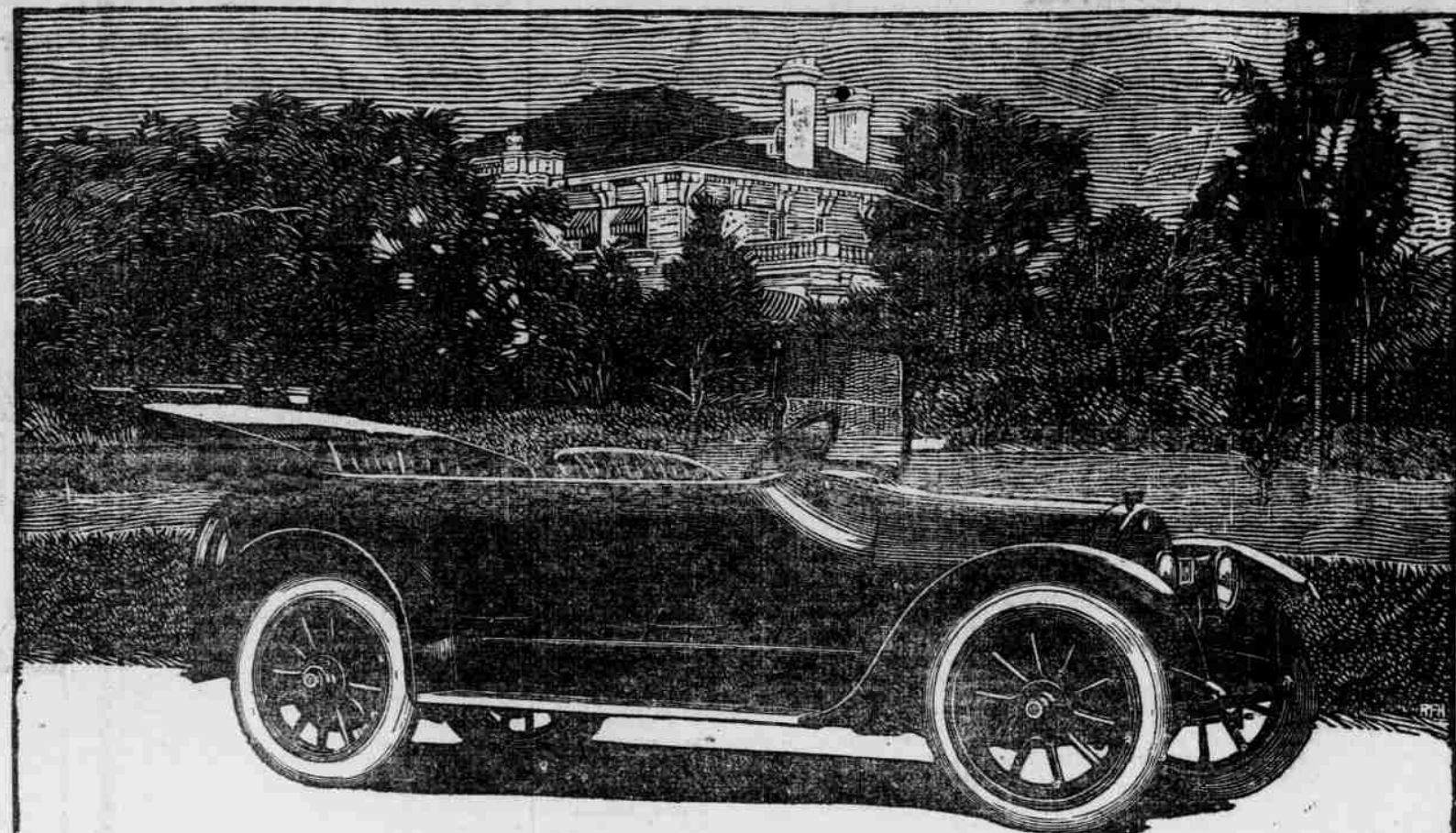
Paris, Sept. 22.—A sort of official matrimonial agency is the latest expedient proposed by Eugene Brieux of the French academy, to relieve the anticipated death of husbands after the war.

There were 1,878,266 single men and 1,954,965 single women above the age of 25 in France before the war, according to the latest complete statistics. From the age of 30 up the number of bachelors was about equal between the two sexes with a million each.

A considerable number of happy households, could have been organized out of these vast resources, Mr. Brieux thinks, had there been greater facilities for bringing eligible parties together. They should in the future be all registered at their respective town halls.

A more significant suggestion, also due to M. Brieux, is the abolition of the marriage contract and the dowry—the great barrier to the marriage of the girl without a fortune. Some believe a romantic period is to set in in which the dowry will get lost in a great flood of spontaneous and genuine sentiment.

Nothing so enhances the value of a thing as difficulty in obtaining it.



The New Eight-Cylinder Cadillac

Type 55

THERE is one thought in connection with the coming of this new Cadillac which we would like you to grasp at once.

With the advent of this car, the Cadillac "Eight" enters upon its third successive season, with no radical change in the basic principles of its design.

This is perhaps the first time such a thing has happened in motor car development, and you will quickly see its significance as applied to the Cadillac.

Quite properly, we believe, the World has always looked to the Cadillac Company for advanced ideas, improved practice and progressive principles.

The fact, therefore, that the Cadillac car has proven itself beyond the need of radical change, is, in itself, too impressive and too illuminating to call for comment.

It does not by any manner of means, imply that the Cadillac process of refinement had come to a conclusion.

In a multitude of ways, this is a better, finer Cadillac than any which has preceded it—the subject of unremitting research and scientific betterment in scores of details.

What the absence of radical change really means, is that the underlying principles of Cadillac V-type eight-cylinder construction have been proven fundamentally sound by the performance of 31,000 cars.

It means that the Cadillac Company, with resources at its command probably superior to those possessed by any other motor car plant in the world, has arrived at the deliberate judgment that the kind of a motor car which it is now building, represents a higher degree of efficiency than any other in existence.

It means that this is the joint judgment of every expert mind associated with this Company. It expresses the judgment of 31,000 owners who cannot conceive of any respect in which Cadillac principles could be changed to their advantage.

The new Cadillac conforms to the finest Cadillac traditions, down to the least and last of details—and it advances them still more closely toward perfection.

It is a beautiful car to look upon.

The superior qualities, with which you are familiar, are enhanced and intensified.

The driving ease of last year and the year before, accentuated by the longer wheelbase of the new car, is more marked than ever.

It is doubtful if motoring can give rise to a situation which can successfully challenge Cadillac powers.

The old feeling that it is folly to seek further—the old sense of security that the Cadillac represents the uttermost in a motor car—will come over you more strongly than ever.

We are serenely confident of the exhilaration and enthusiasm which you will experience on the occasion of your first ride in this unusual car.

Specifications in Brief

ENGINE—Eight cylinder V-type, High-speed, High efficiency, Timken bearings, fitted with demountable rims for straight side tires. TIRES—36" x 4½". WHEELBASE—125 and 132 inches. TREAD—56 inches. (Option 61 inches). SPRINGS—Front, semi-elliptic; rear, three-quarter platform. CONTROL—Center control. GASOLINE SYSTEM—Twenty gallon tank with gauge at rear. STANDARD EQUIPMENT—Cadillac "one-man" top; windshield; full lamp equipment; Gabriel Snubbers; Clock; Warner Autometer; Electric horn; Power tire pump; Foot rail; Robe rail; License tag holders; Tire carrier; Tool box with locks; Set of tools; Tire repair kit; Handy lamp. Universal key fitting tool box, ignition and lighting switch and tire jack.

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Body Styles and Prices

The Type-55 Cadillac will be available with a complete variety of body styles, as follows:—

Open cars, 125 inch wheelbase: Seven Passenger with disappearing auxiliary seats \$2080. Four Passenger Phaeton \$2080. Two Passenger Roadster with two passenger disappearing rumble seat \$2080. Four passenger Close Coupled Roadster \$2080.

Convertible styles, 125 inch wheelbase: Seven Passenger with Cadillac body (Springfield type) \$2675.

Four Passenger Victoria (convertible) \$2550. Enclosed cars, 125 inch wheelbase: Four Passenger Coupe \$2800. Five Passenger Brougham \$2950.

Enclosed cars, 132 inch wheelbase: Seven Passenger Limousine \$3500. Seven Passenger Landaulet \$3750. Seven Passenger Imperial \$3750. Prices include standard equipment. F. O. B. Detroit. Prices are subject to advance without notice.

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